(ख) अक्तूबर, 1995 तक सौराष्ट्र के कच्छ क्षेत्र में इन योजनाओं से योजना-वार कितनी महिलाओं को लाभ पहुंचा; और

(ग) सौराष्ट्र के कच्छ क्षेत्र में इनमें से कितनी योजनायें महिलाओं और बच्चों के विकास के लिए प्रत्यक्षतः कार्यान्वित की जायेंगी?

मानव संसाधन विकास मंत्री (श्री एस॰ आर॰ बोम्मई): (क) से (ग) सूचना एकत्र की जा रही है और सदन के पटल पर प्रस्तुत कर दी जायेगी।

**Rail accidents during last six months**

3293. SHRI IQBAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents occurred in the North-Eastern and other Railway Zones during the last six months;

(b) the causes thereof;

(c) the number of persons killed and injured in these accidents;

(d) whether any compensation has been paid to the relatives of the deceased;

(c) if so, the details thereof;

(f) the action taken against the officials found guilty for these accidents; and

(g) the steps taken or proposed to be taken to check recurrence of such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The number of consequential train accidents on the North Eastern Railway and other railway zones during February-July 1996 is as under:—

| Zone | Number |
|---|---|
| North Eastern | 12 |
| Central | 20 |
| Eastern | 18 |
| Northern | 30 |
| Northeast Frontier | 15 |
| Southern | 25 |
| South Central | 26 |
| South Eastern | 39 |
| Western | 30 |
| Total: | 215 |

(b) The broad causes of these accidents were human failure, equipment failure, sabotage and incidental factors, etc.

(c) 211 persons lost their lives and 251 sustained injuries in these accidents.

(d) and (e) No compensation has so far been paid. Compensation will be paid soon after the claims are decreed by the concerned Benches of Railway Claims Tribunal.

(f) Suitable action under Discipline and Appeal Rules has been taken against the staff held responsible.

(g) The steps taken to check the accidents are as under:

1. The work of track circuiting has been accelerated on the trunk routes and important main lines.

2. Signalling circuitry is being changed to prevent home signal from being lowered till the starter and the advance starter, lowered for the previous train, have been put back to 'ON' position.

3. Auxiliary warning system for giving advance warning about signals at danger to driver of the running train and stopping the train if the driver does not respond within the predetermined time interval has already been commissioned on Bombay suburban section.

4. Upgradation of track structure has been done by using heavier rails and concrete sleepers.

5. The track is maintained by Tie Tamping and ballast cleaning machines. Track is also now being

laid with track renewal trains and portal cranes.

6. For monitoring of the track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelcrometers arebeing progressively used.

7. Maintenance facilities for coaches and wagons have been modernised.

8. To prevent cases of cold breakage of axle, ROH Depots have been equipped with ultrasonic testing equipment for timely detection of cases of flaws developing in the axles.

9. Training facilities for drivers, guards and other staff connected with train operation have been modernised. Drivers arc being trained on simulators.

10. Performance of the staff is constantly monitored. The staff whose knowledge of rules is found deficient arc counselled and are sent for refresher training.

**Admissions in Meerabai Polytechnic for Women**

3294. SHRI K.M. KHAN: WiU the Minsiter of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Meerabai Polytechnic for women in Delhi had invited applications for admission' in various non-engineering courses in 1996;

(b) whether the admission format required the students to get their date of birth, name and place of qualifying examinations, etc. verified from Principals of the institution last attended;

(c) whether such a certificate is super fluous when original certificates are produced at the time of admission;

(d) whether such a certificate is not required in any, course in Delhi and outside;

(c) whether Government propose to do away with such unnecessary requirement in future; and.

(f) if so, the details thereof, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPTT. OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) Yes, Sir.

(b) Yes, Sir.

(c) No. Sir. Certificate from the Prinicpal is intended for verifying the authenticity of the documents since instances have come to notice about submission of forge documents during the previous year.

(d) Similar certificates arc required to be produced for admission to a number of educational institutions in Delhi and outside.

(c) and (0 No, Sir.

**Facilities to passengers and railway employees**

3295. SHRI RAM NATH KOVIND: Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railways provide some facilities to travelling passengers;

(b) if so, the details thereof, class-wise with formalities to be completed to avail of the same;

(c) whether the Indian Railways have also provided some facilities to its employees;

(d) if so, the details ihereof, category-wise and formalities to be undertaken to avail of the samc;

(e) whether the employees of Indian Railways can travel in any passenger train with their free passes;

(f) whether some reservation quota in all trains and in all classes has been provided to railway employees during their journey against free pass; and